

SOUTH HILLS JUNCTION

STATION AREA ANALYSIS
MAY 10, 2021

Port Authority

INTRODUCTION

SOUTH HILLS JUNCTION



Housekeeping

- Interpreter instruction
- If ASL interpretation is needed:
 1. Make sure you are in gallery view. (Select Gallery View from upper right corner).
 1. Click the interpreter's video and select the “more” button (three dots). Select “Pin Video.”
- Mute yourself
- Submit questions through the chat function

*This meeting is being recorded and will be uploaded to the project website.

INTRODUCTION

SOUTH HILLS JUNCTION

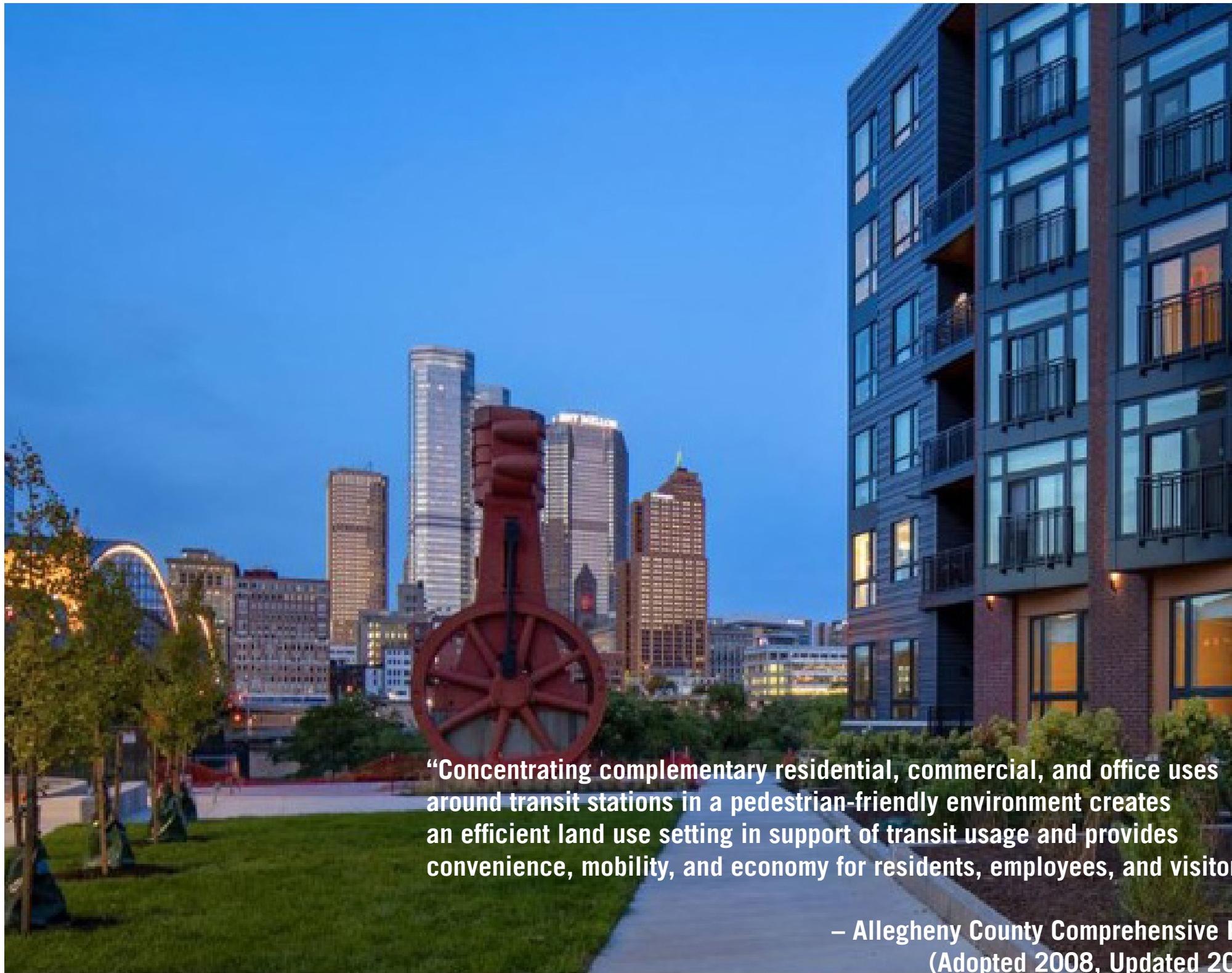


Agenda

1. Welcome
2. Presentation
3. Social Pinpoint Overview
4. Breakout Sessions
5. Reconvene and Conclude

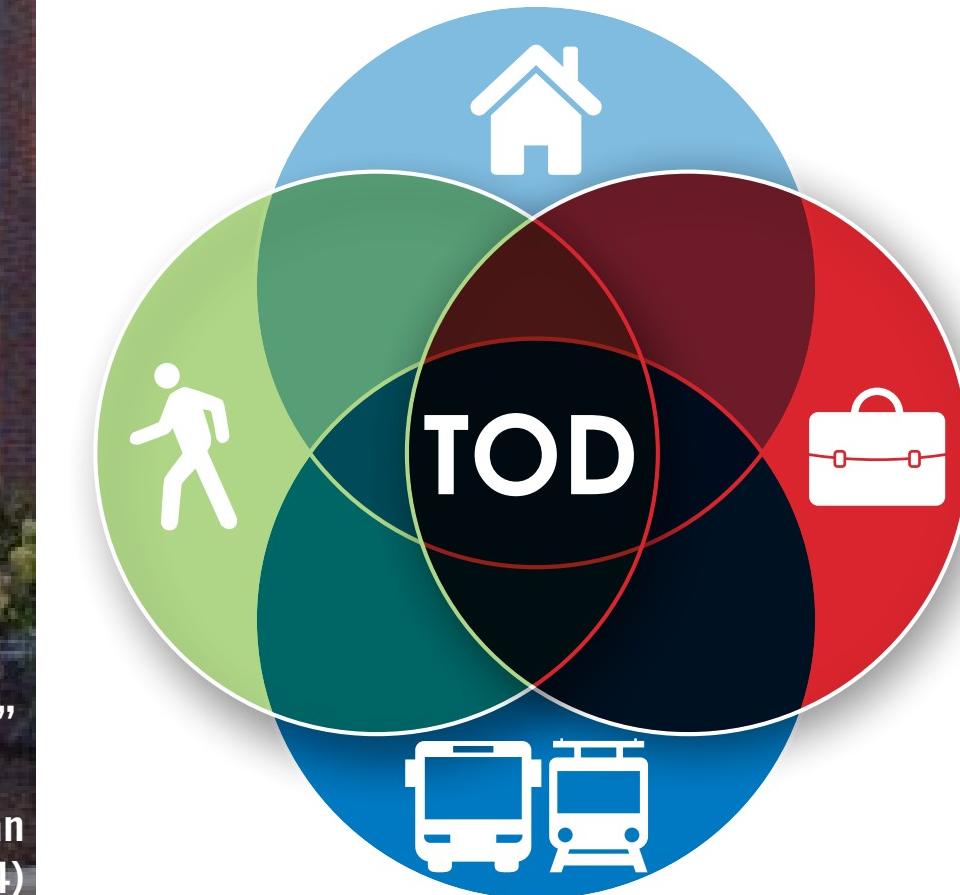
INTRODUCTION

SOUTH HILLS JUNCTION



Transit-Oriented Development

- Dense
- Mix of uses
- Walkable
- Close to high-quality transit



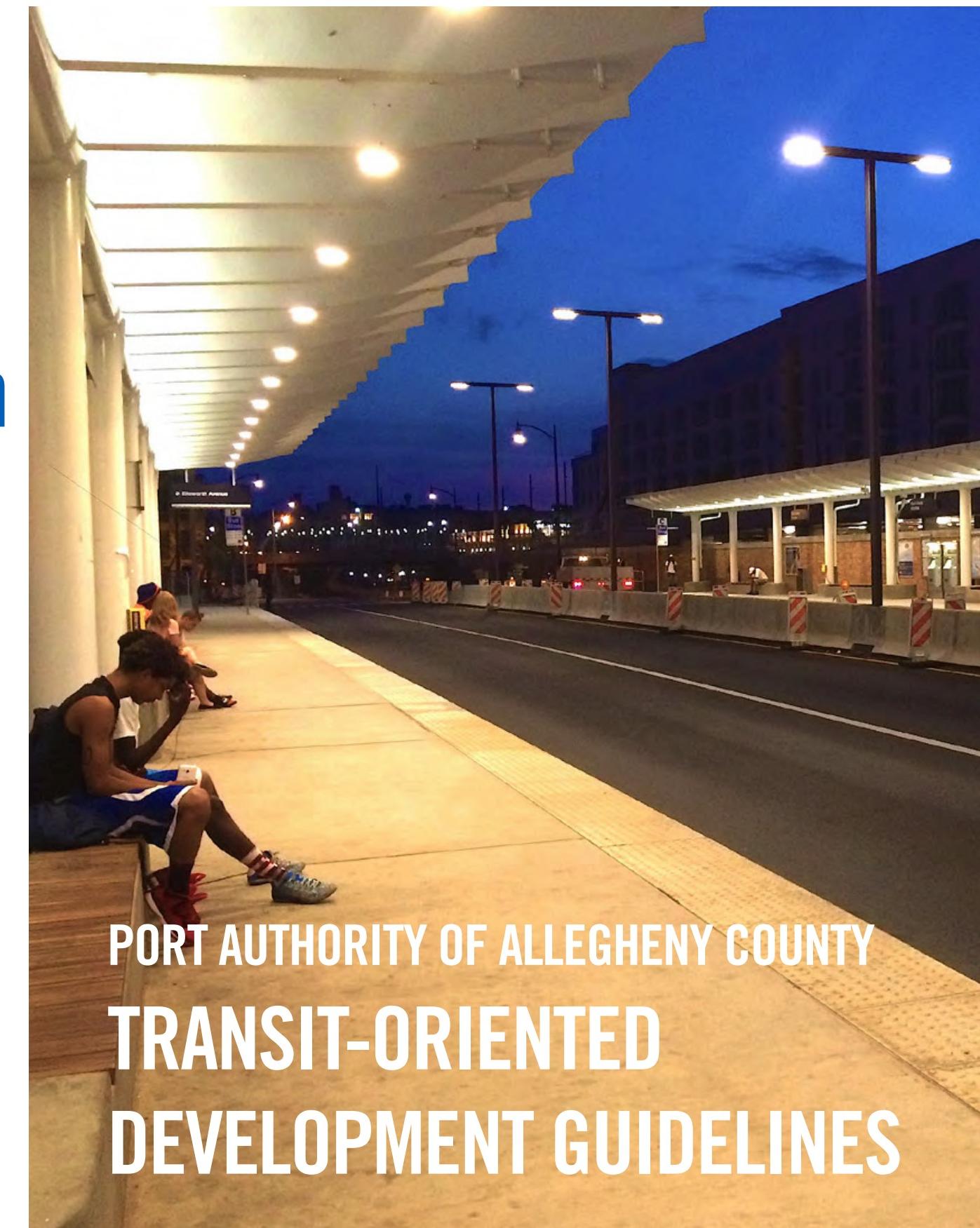
Port Authority Roles in TOD

- Sponsor
- Stakeholder
- Advocate



Transit-Oriented Communities

- TOD Guidelines
- TOD Zoning
- First and Last Mile
- Station Improvement Program
- Joint Development

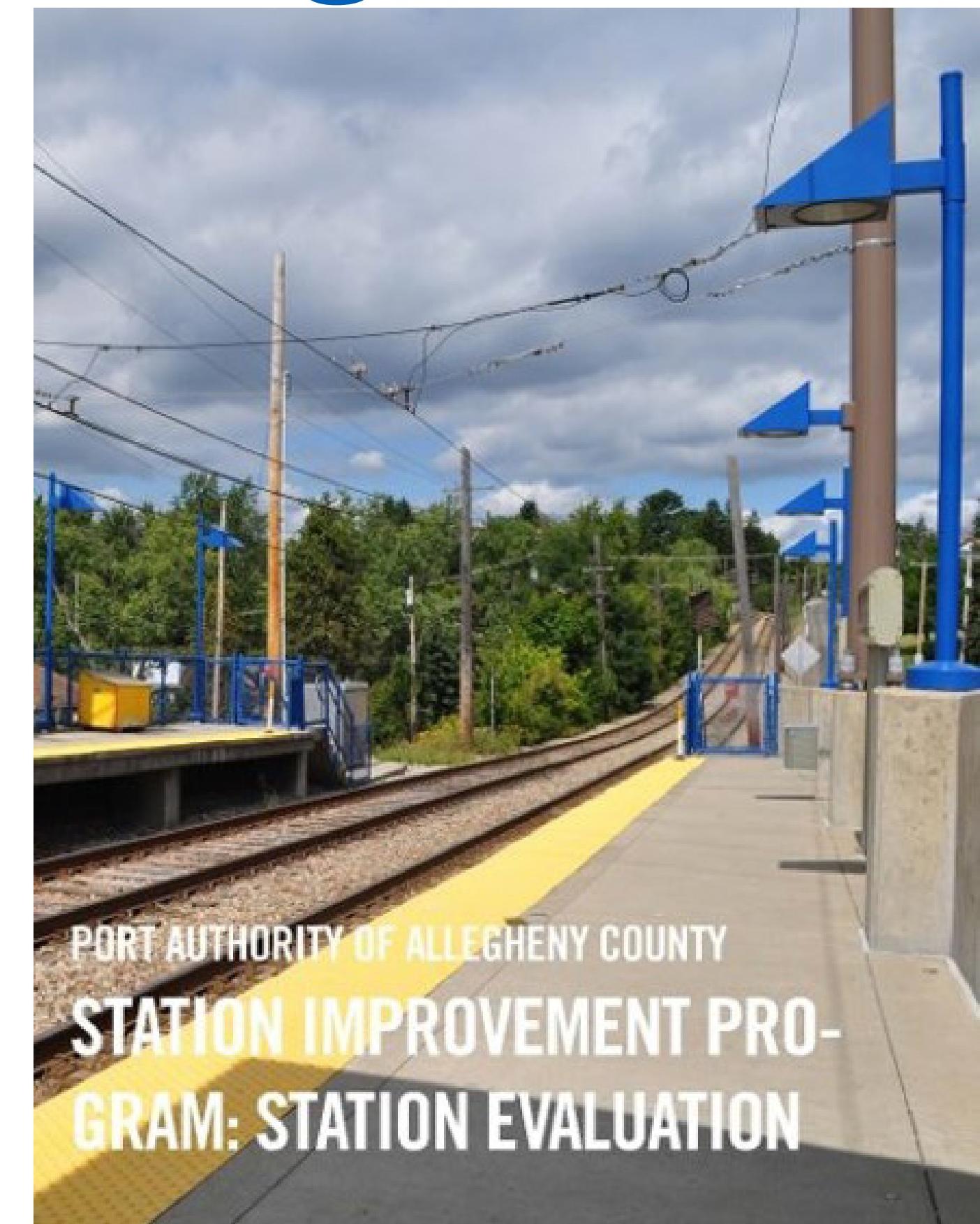


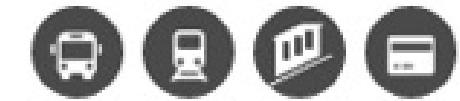
PORT AUTHORITY OF ALLEGHENY COUNTY
TRANSIT-ORIENTED
DEVELOPMENT GUIDELINES

Station Improvement Program

Phases

- Station Evaluation
- Planning + Design
- Construction
- Repeat





TRANSIT-ORIENTED COMMUNITIES

[Home](#) > [Inside Port Authority](#) > [Projects and Programs](#) > [Transit-Oriented Communities](#)



[TOD Guidelines](#)



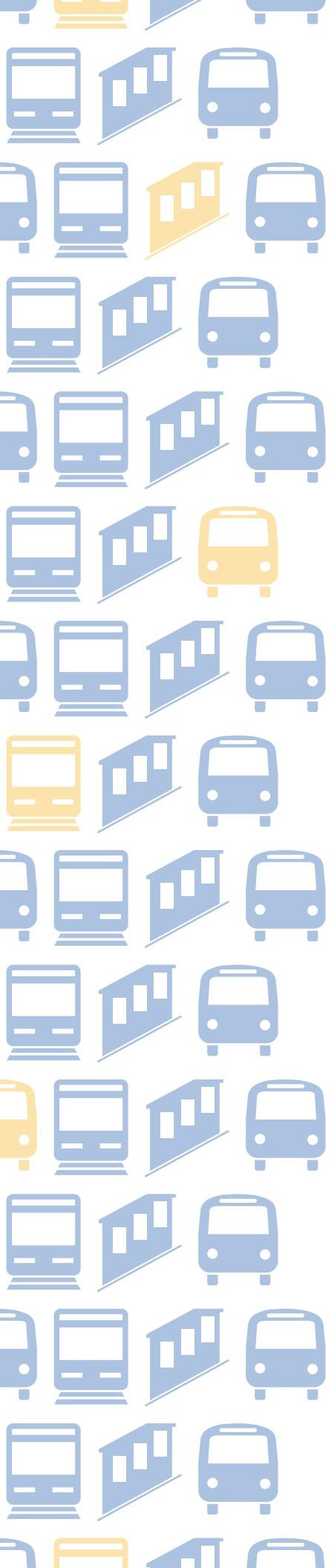
[Station Improvement Program](#)

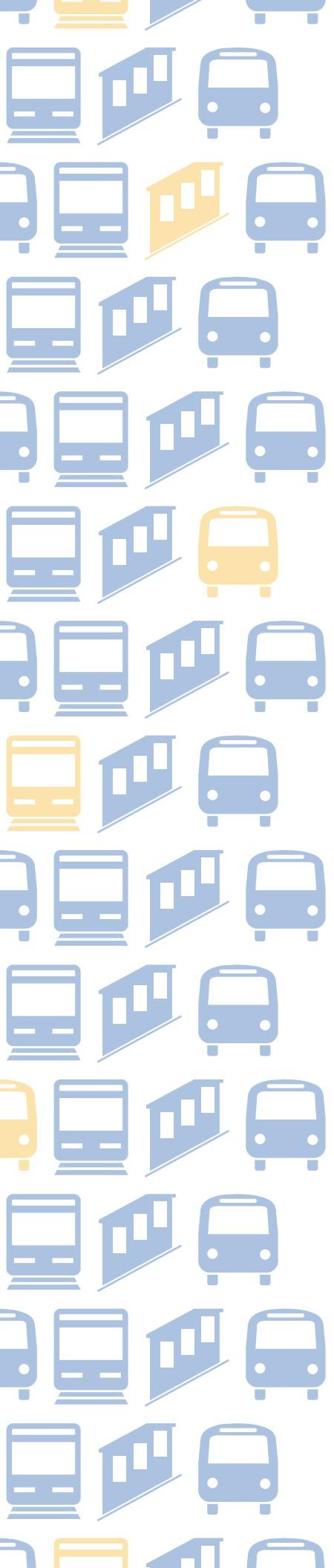


[TOD Zoning Best Practices](#)



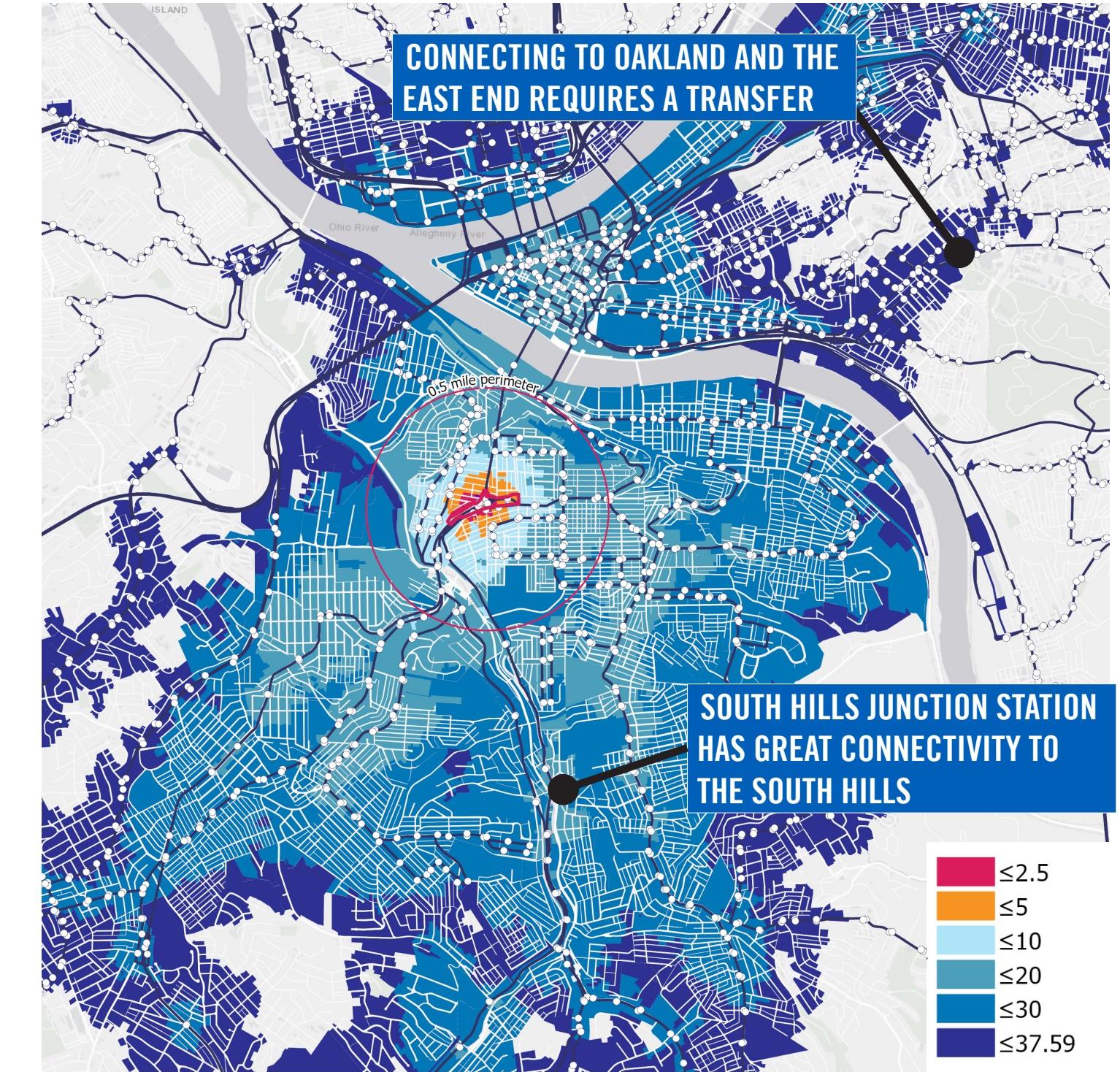
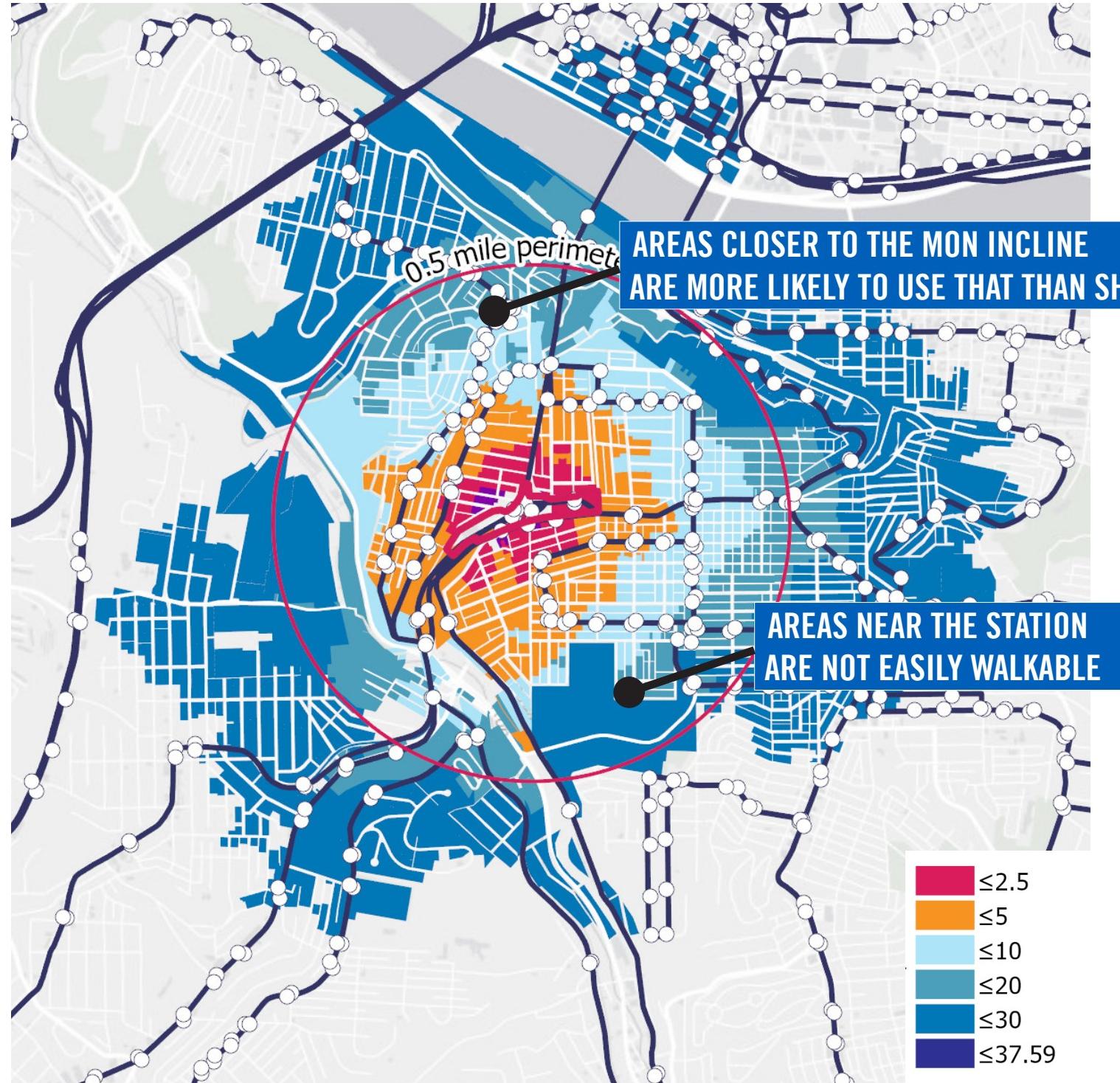
[First and Last Mile Program](#)

- 
- 1 Introduction**
Moira Egler, TOC Project Manager
 - 2 Study Area Context**
Walkability and Network Reach
Station Area Land Use
Neighborhood Context
PAAC Property Ownership
Operational Site Uses
South Hills Junction Focus Area
 - 3 Previous Plan**
2011 SMARTRID Corridor Study
 - 4 Site Context**
Gateways
Circulation
Slope
Hydrology
 - 5 Opportunities and Constraints**
Site Assessment
 - 6 TOD Opportunities**
Transit-Oriented Development Sites
 - 7 Next Steps**
Process

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 - Process**

STUDY AREA CONTEXT

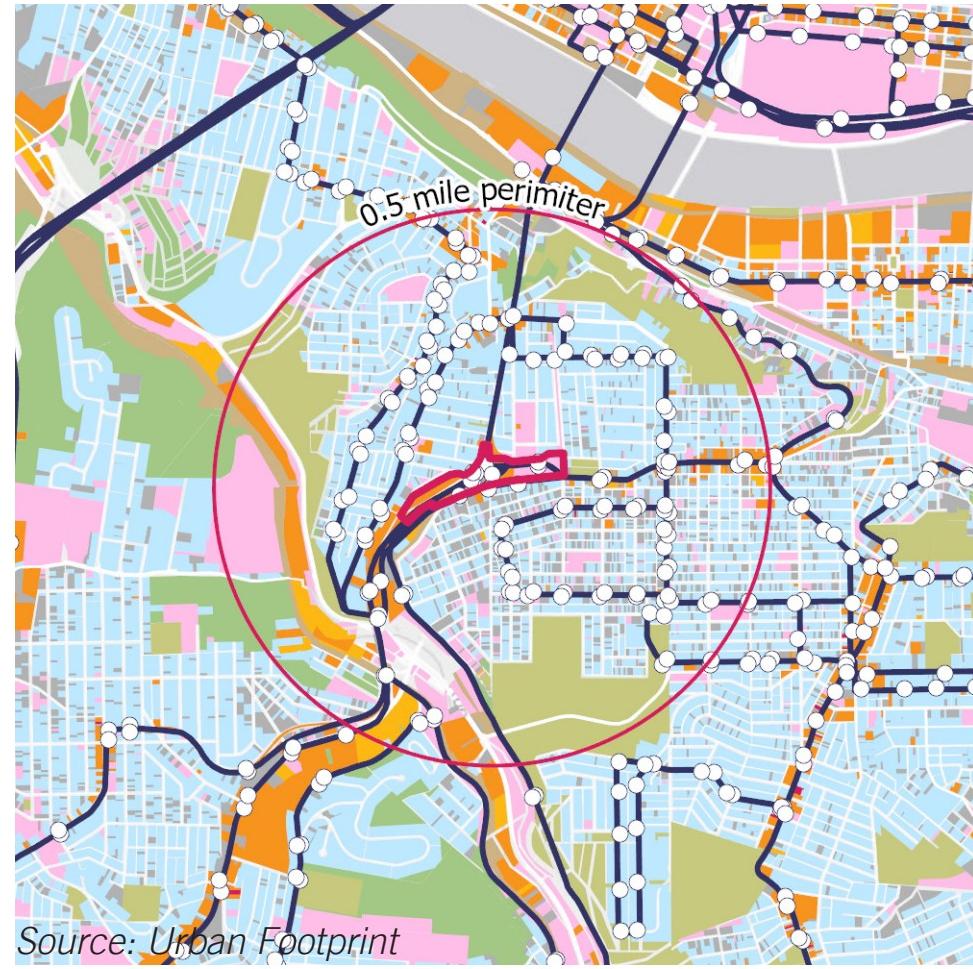
STATION AREA WALKABILITY AND NETWORK REACH



STUDY AREA CONTEXT

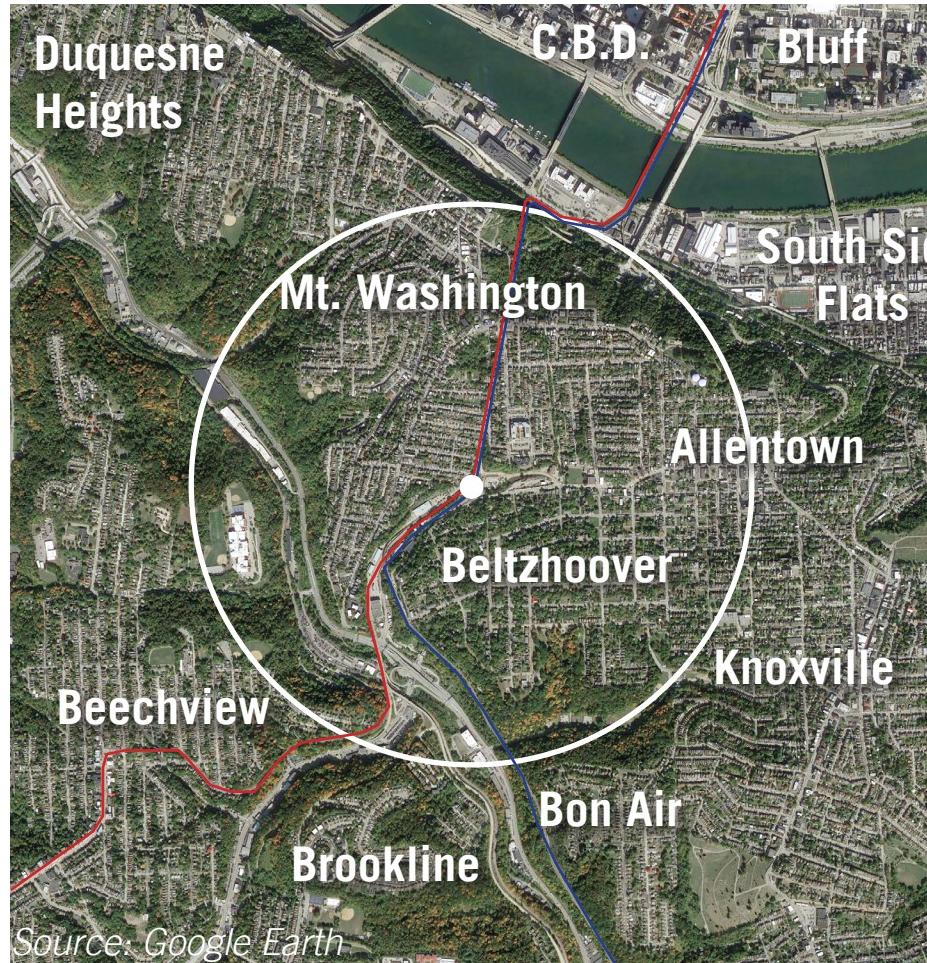
STATION AREA LAND USE

Land Use



Residential
Commercial
Institutional
Open Space

Satellite Reference Map



Summary

- The majority of the station area is single-family detached residential.
- Open spaces exist at the periphery of each neighborhood where hillsides create discontinuities in the overall urban fabric.

STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT

MOUNT WASHINGTON

Emerald View Park
Mount Washington Park

Beechview Seldom
Seen Greenway

Brashear
High School

BEECHVIEW

Palm Garden

Boggs

Dawn

BELTZHOOVER

McKinley Park

South Hills
Retirement Residence
Liberty Tunnel
Ventilation Towers

South Hills Junction

Warrington Park

Emerald View
Park
Grandview
Park

ALLENTOWN

Allentown Business
District

KNOXVILLE

- Neighborhood Boundary
- Red Line Light Rail
- Blue Line Light Rail
- Silver Line Light Rail
- Former Brown Line Light Rail
- South Busway
- On-Street Bus Routes
- South Busway + LRT Stations
- Half Mile Radius

STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT: MOUNT WASHINGTON

STRONG URBAN RESIDENTIAL FABRIC
ADJACENT TO THE PROJECT SITE

GOOD QUALITY RESIDENTIAL MAINTENANCE

CLEAR PEDESTRIAN ACCESS WITH
SIDEWALKS AND CROSSWALKS



STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT: BELTZHOOVER

ARTISTIC NEIGHBORHOOD CHARACTER

MAINTAIN CLEAR PEDESTRIAN WALKWAYS

INFILL OPPORTUNITIES TO THE URBAN
RESIDENTIAL FABRIC



STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT: ALLENTOWN

ACTIVATED BUSINESS DISTRICT

STRONG ARTISTIC CHARACTER THROUGHOUT

WALKABLE COMMUNITY WITHIN 10 MINUTE
WALK OF STATION AREA



STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT: HISTORICAL

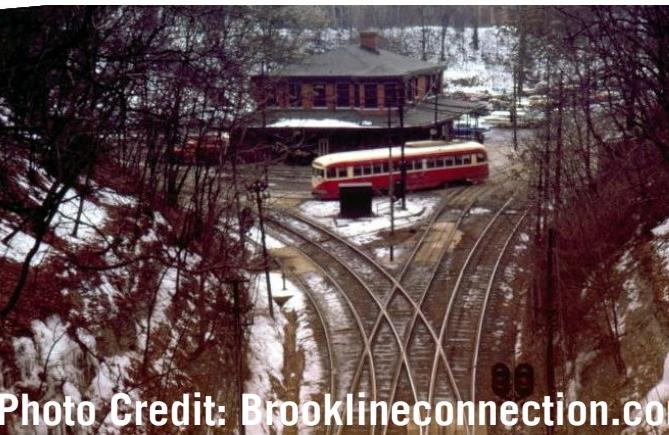


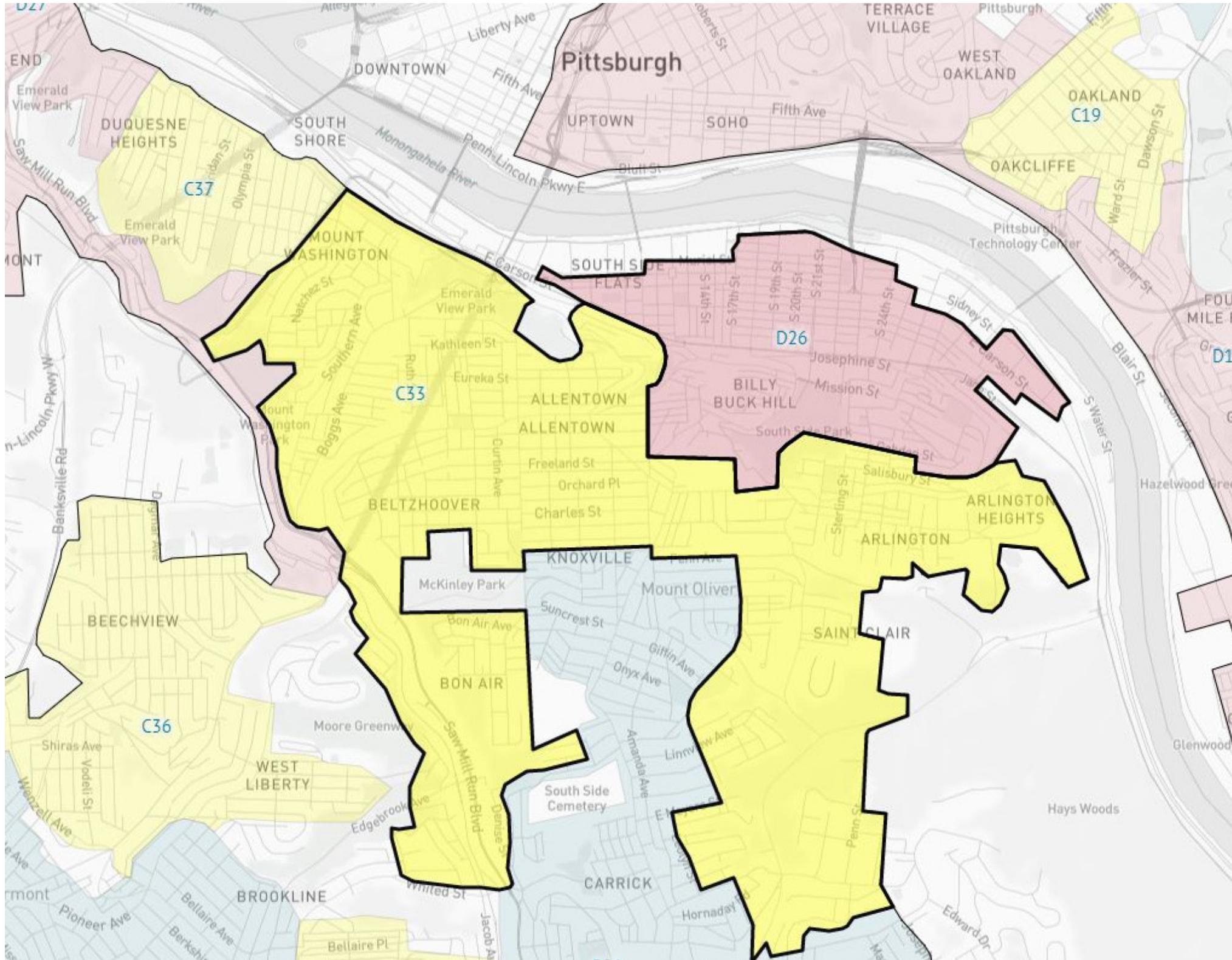
Photo Credit: Brooklineconnection.com

Station Area Historical Context

- Mining was the area's first industry
- Coal Hill became Mt. Washington
- Boggs, Southern, & Warrington Aves early Pittsburgh to Washington, PA routes
- Mt. Washington inclines opened from 1870 and reached the Junction in 1892
- Passenger inclines opened in 1870 and reached the Junction in 1892
- Electric streetcar service began in Allentown in 1888
- Transit Tunnel opened in 1904, allowing transit to extend throughout the South Hills
- Local streetcar service through tunnel
- The 1977 South Busway and the 1985 Downtown Subway led to station reconfiguration and faster rail service into Pittsburgh

STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT: HISTORICAL



Station Area Historical Context

- 1937 Home Owner's Loan Corporation (HOLC) mapping
- Developmental growth of these neighborhoods were directly effected by historical federal discriminatory practices of the HOLC "redlining" mapping
- Security grade designation a C for:
 - Racial mix
 - Unpaved streets
 - Poor construction
 - Terrain
- Mortgage funds were available for 40-50% of appraisal
- This practice amplified poverty and contributed to a wealth gap between neighborhoods

STUDY AREA CONTEXT

NEIGHBORHOOD CONTEXT: DEMOGRAPHICS

MOUNT WASHINGTON

LAND AREA (SQMI) 1.14 (2% OF PITTSBURGH)	POPULATION 8,504 (3% OF PITTSBURGH)	J OBS 972 (0.30% OF PITTSBURGH)	HOUSING UNITS 5,434 (3.50% OF PITTSBURGH)	MEDIAN HH INCOME \$50,500 (\$44,000 PITTSBURGH MEDIAN)
NON-AUTO COMMUTERS 38% (44% CITY WIDE)	COST BURDENED RENTERS 38% (20% CITY WIDE)	INTERSECTION DENSITY 236 (175 PITTSBURGH AVERAGE)	ACRES OF VACANT LAND 43 (2,323 ACRES CITY WIDE)	GHG PER CAPITA 5.50 (5 PITTSBURGH AVERAGE)

BELTZHOOVER

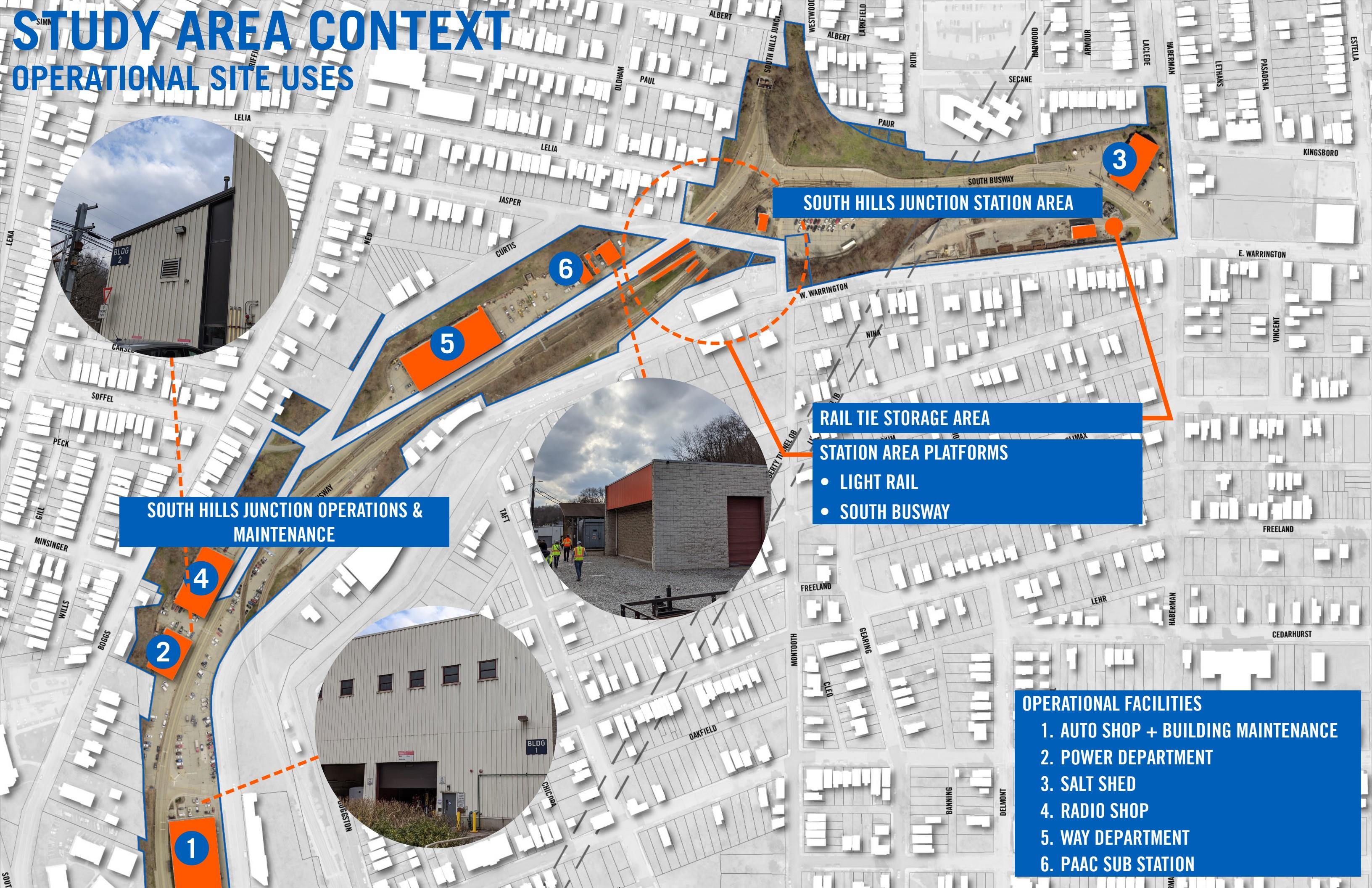
LAND AREA (SQMI) 0.42 (0.75% OF PITTSBURGH)	POPULATION 2,717 (1% OF PITTSBURGH)	J OBS 487 (0.15% OF PITTSBURGH)	HOUSING UNITS 1,477 (1% OF PITTSBURGH)	MEDIAN HH INCOME \$33,000 (\$44,000 PITTSBURGH MEDIAN)
NON-AUTO COMMUTERS 40% (44% CITY WIDE)	COST BURDENED RENTERS 60% (20% CITY WIDE)	INTERSECTION DENSITY 311 (175 PITTSBURGH AVERAGE)	ACRES OF VACANT LAND 44 (2,323 ACRES CITY WIDE)	GHG PER CAPITA 5.50 (5 PITTSBURGH AVERAGE)

ALLENTOWN

LAND AREA (SQMI) 0.29 (0.50% OF PITTSBURGH)	POPULATION 2,320 (0.75% OF PITTSBURGH)	J OBS 249 (0.10% OF PITTSBURGH)	HOUSING UNITS 1,210 (1% OF PITTSBURGH)	MEDIAN HH INCOME \$33,500 (\$44,000 PITTSBURGH MEDIAN)
NON-AUTO COMMUTERS 45% (44% CITY WIDE)	COST BURDENED RENTERS 49% (20% CITY WIDE)	INTERSECTION DENSITY 410 (175 PITTSBURGH AVERAGE)	ACRES OF VACANT LAND 25 (2,323 ACRES CITY WIDE)	GHG PER CAPITA 4.50 (5 PITTSBURGH AVERAGE)

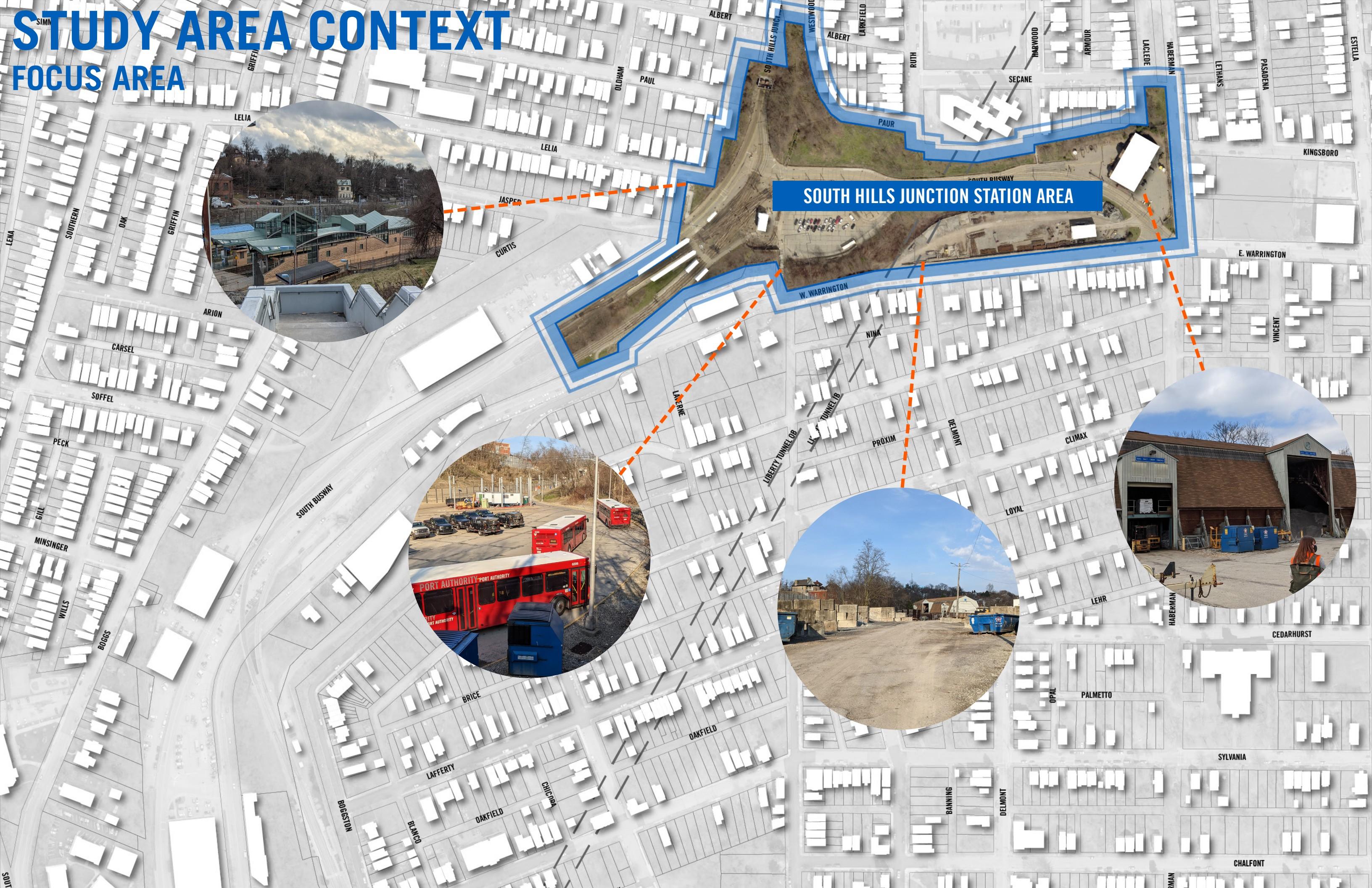
STUDY AREA CONTEXT

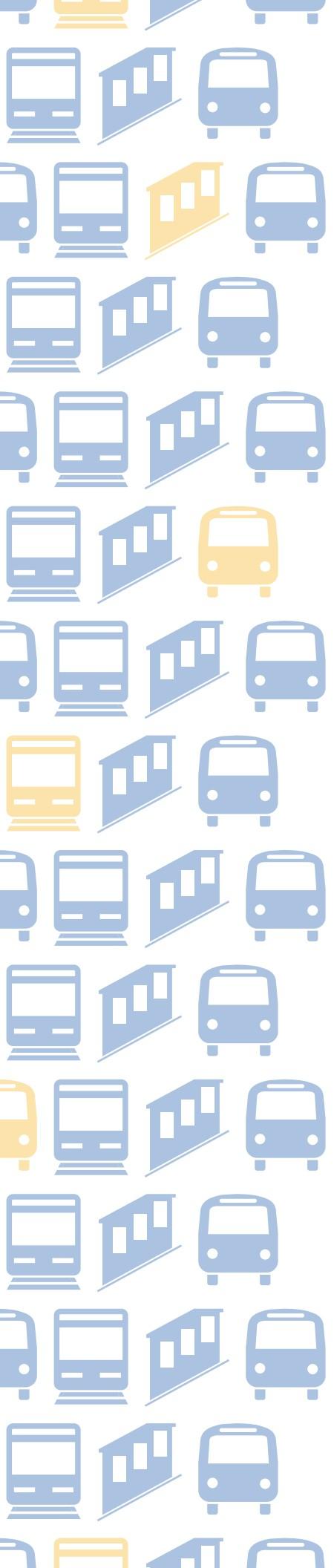
OPERATIONAL SITE USES



STUDY AREA CONTEXT

FOCUS AREA



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PREVIOUS PLAN

2011 SMART TRID STUDY

④9



collaborative MAP



Ideas for new development near South Hills Junction from the Collaborative Map

Study participants offered ideas both about parking at South Hills Junction (such as a parking garage) and about transit-oriented development.

Of particular relevance to this station area plan, some considerations include:

- Improved connectivity to the station area from surrounding neighborhoods
- New mixed-use development and retail that can serve both the community and commuters.

PREVIOUS PLAN

2011 SMART TRID STUDY

On-site development opportunities:

- Site 1: Salt Shed
- Site 2: Rail Tie Storage Site
- Site 3: M-Loop Site

Development Scenario 1



Development Scenario 2



Development Scenario 3



- Surface Parking: 47 spaces
- Structured Parking: 0 spaces
- 27,000 SF of community, healthcare, and recreational facilities
- 50 units of multi-family housing
- 25 units of town home housing

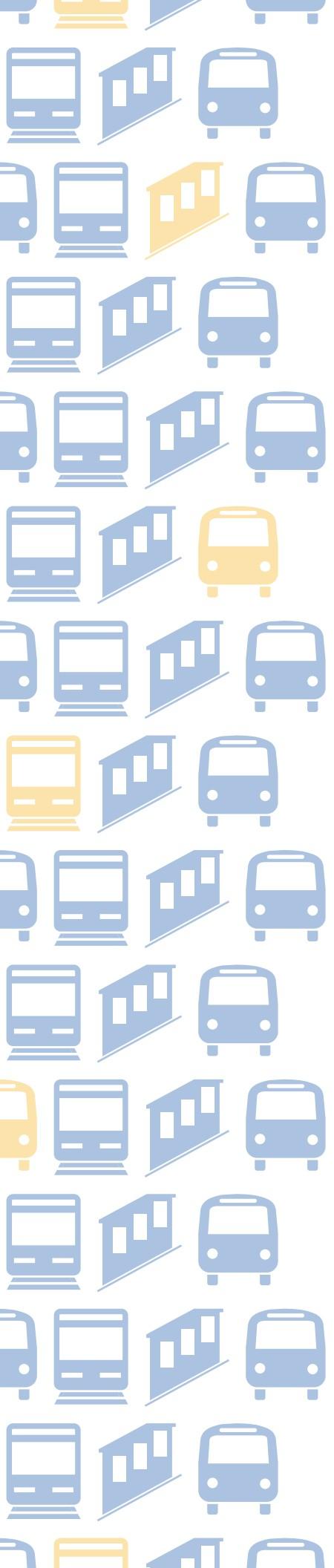
- Surface Parking: 0 spaces
- Structured Parking: 165 spaces
- 85,000 SF of Retail
- 41 Units of multi-family housing
- 25 units of town home housing

- Surface Parking: 91 Spaces
- Structured Parking: 165 spaces
- 127,000 SF of Retail
- 51 Units of multi-family housing
- 23 units of town home housing



QUESTIONS?

PortAuthority

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SITE CONTEXT

GATEWAYS

SECANE AVENUE (HARWOOD WAY)
NORTH PEDESTRIAN STAIR ACCESS

ABANDONED STAIR ACCESS FROM PAUR AND
ALBERT STREETS

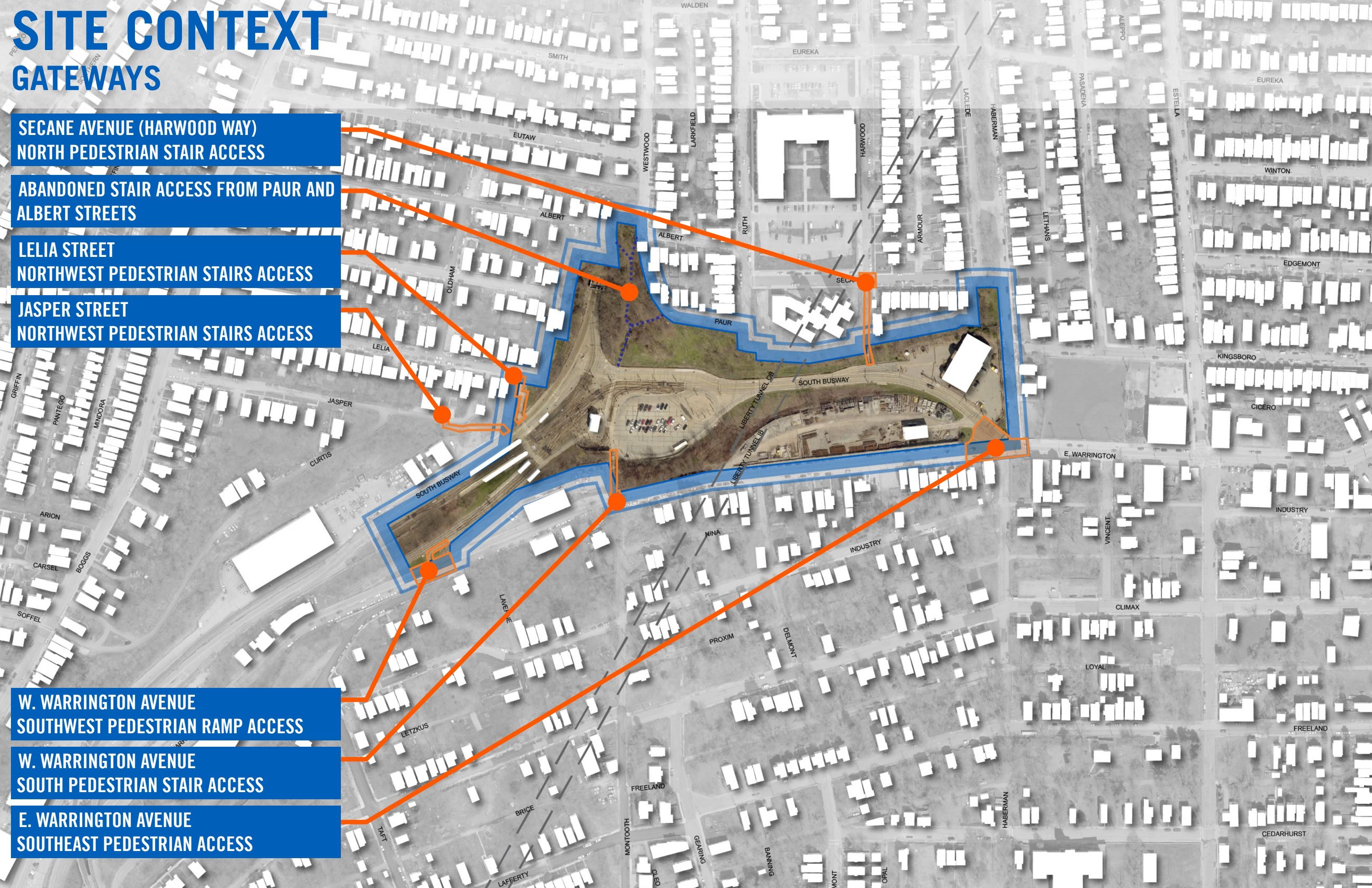
LELIA STREET
NORTHWEST PEDESTRIAN STAIRS ACCESS

JASPER STREET
NORTHWEST PEDESTRIAN STAIRS ACCESS

W. WARRINGTON AVENUE
SOUTHWEST PEDESTRIAN RAMP ACCESS

W. WARRINGTON AVENUE
SOUTH PEDESTRIAN STAIR ACCESS

E. WARRINGTON AVENUE
SOUTHEAST PEDESTRIAN ACCESS



SITE CONTEXT

LELIA STREET STAIR

LIGHT RAIL PLATFORM STRUCTURE

SOUTH BUSWAY PLATFORM STRUCTURE

AGED LIGHTING INFRASTRUCTURE

CHANNELIZED STORMWATER
INFRASTRUCTURE

UPDATED STAIR, RAILING, AND FENCING



SITE CONTEXT

LELIA STREET STAIR

UPGRADED LED LIGHTING PROVIDES
COMFORTABLE ACCESS POINT



SITE CONTEXT

JASPER STREET STAIR

OVERGROWN VEGETATION

LACK OF GATEWAY SIGNAGE AND
WAYFINDING

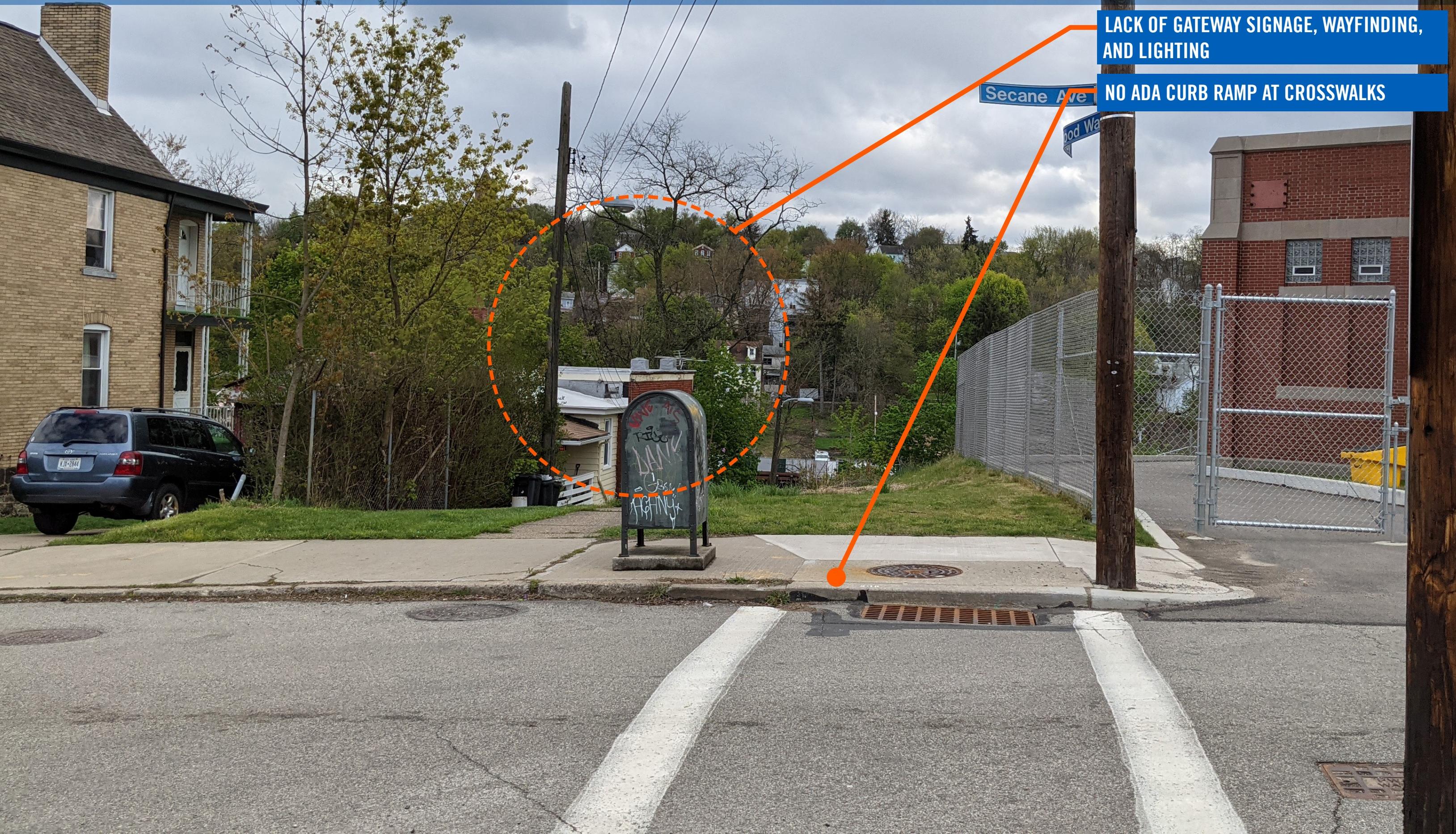
AGING, UNWELCOMING SITE FURNISHINGS
(LIGHTING, RAILING, FENCING)

CANOPY OVER LIGHT RAIL PLATFORM



SITE CONTEXT

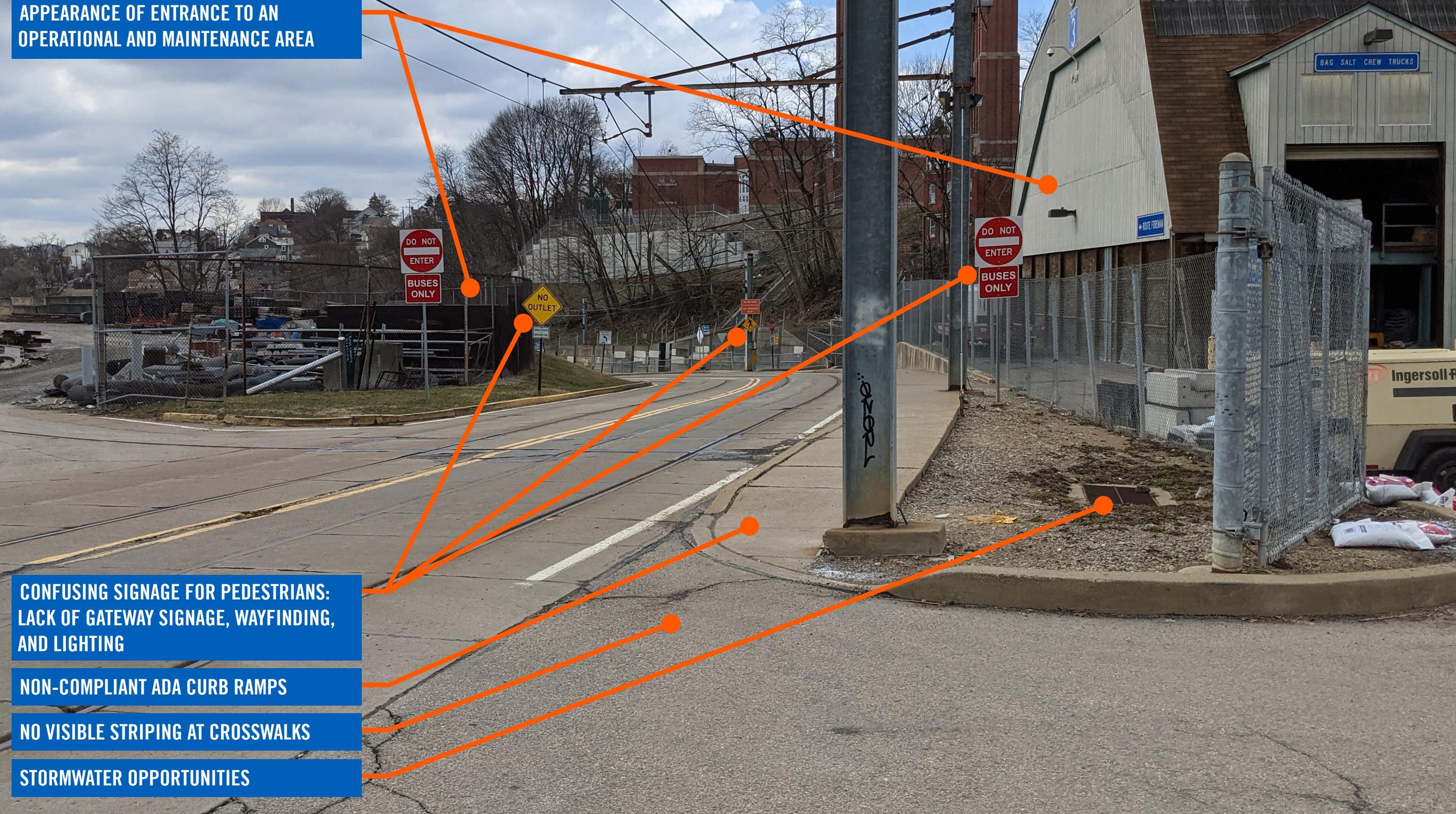
SECANE AVENUE (HARWOOD WAY) STAIR



SITE CONTEXT

E. WARRINGTON AVENUE

APPEARANCE OF ENTRANCE TO AN
OPERATIONAL AND MAINTENANCE AREA



CONFUSING SIGNAGE FOR PEDESTRIANS:
LACK OF GATEWAY SIGNAGE, WAYFINDING,
AND LIGHTING

NON-COMPLIANT ADA CURB RAMPS

NO VISIBLE STRIPING AT CROSSWALKS

STORMWATER OPPORTUNITIES

SITE CONTEXT

W. WARRINGTON AVENUE AT MONTOOTH STREET STAIR



SITE CONTEXT

W. WARRINGTON AVENUE AT BOGGSTON AVENUE RAMP

VISIBLE STATE OF REPAIR NEEDS

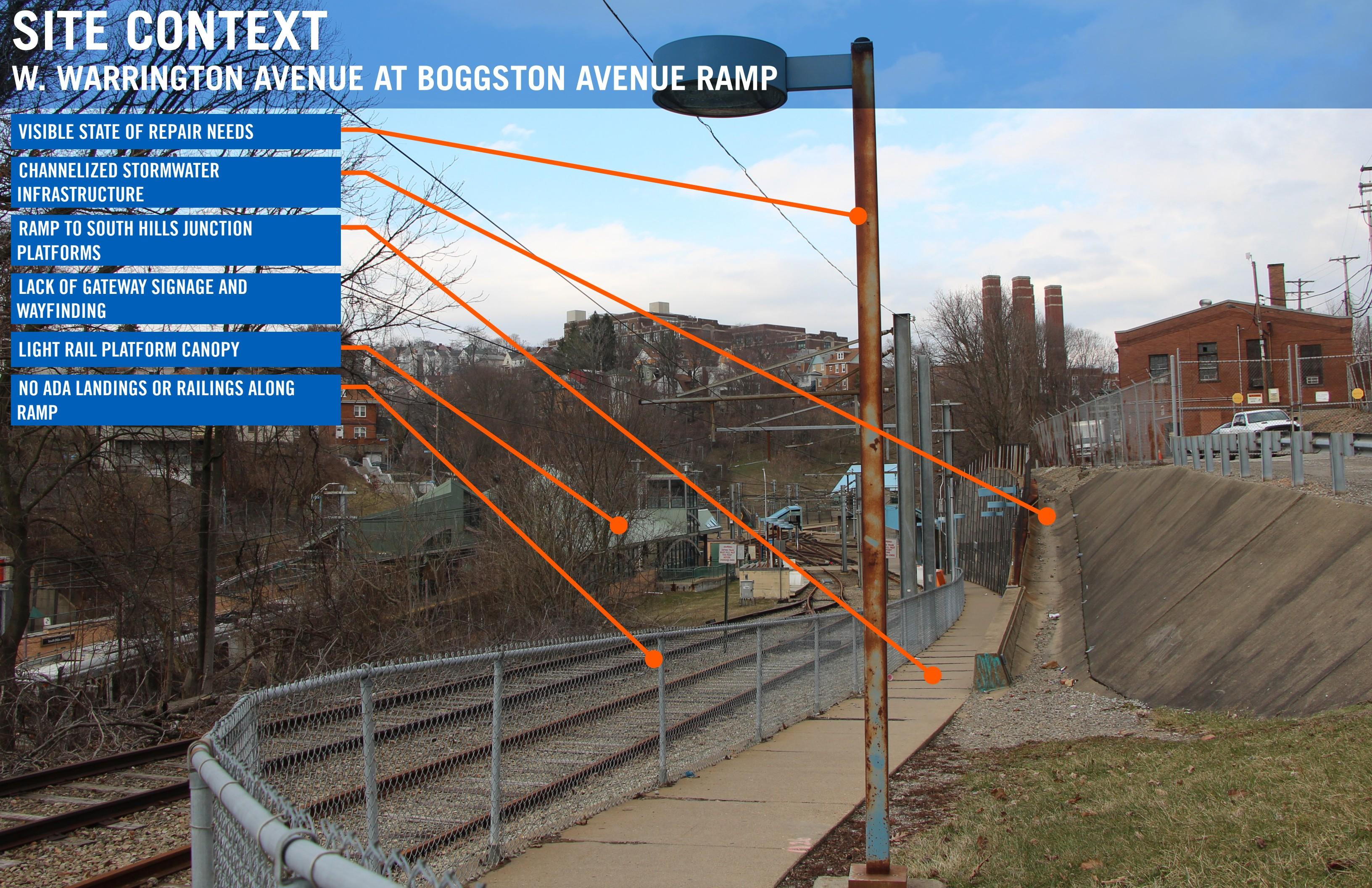
CHANNELIZED STORMWATER
INFRASTRUCTURE

RAMP TO SOUTH HILLS JUNCTION
PLATFORMS

LACK OF GATEWAY SIGNAGE AND
WAYFINDING

LIGHT RAIL PLATFORM CANOPY

NO ADA LANDINGS OR RAILINGS ALONG
RAMP



SITE CONTEXT

STATION AREA AT NIGHT

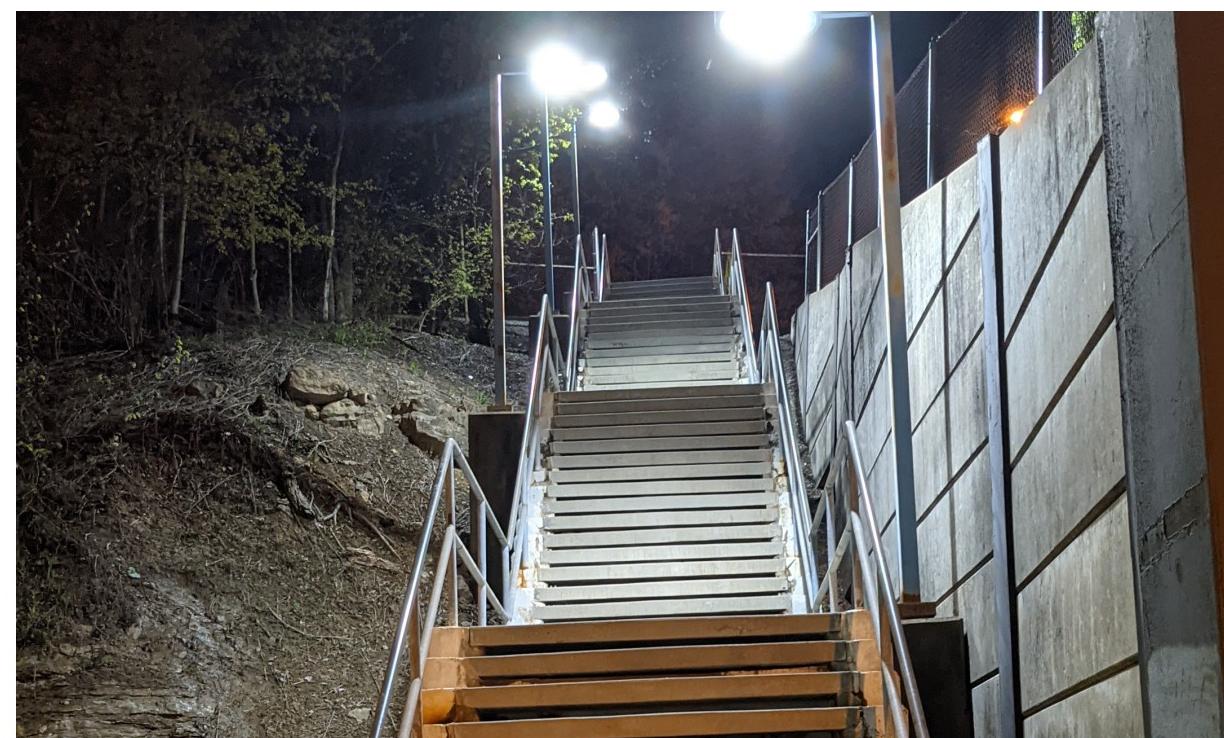
UPGRADED LED LIGHTING BY
THE PORT AUTHORITY PROVIDES
COMFORTABLE ACCESS POINT



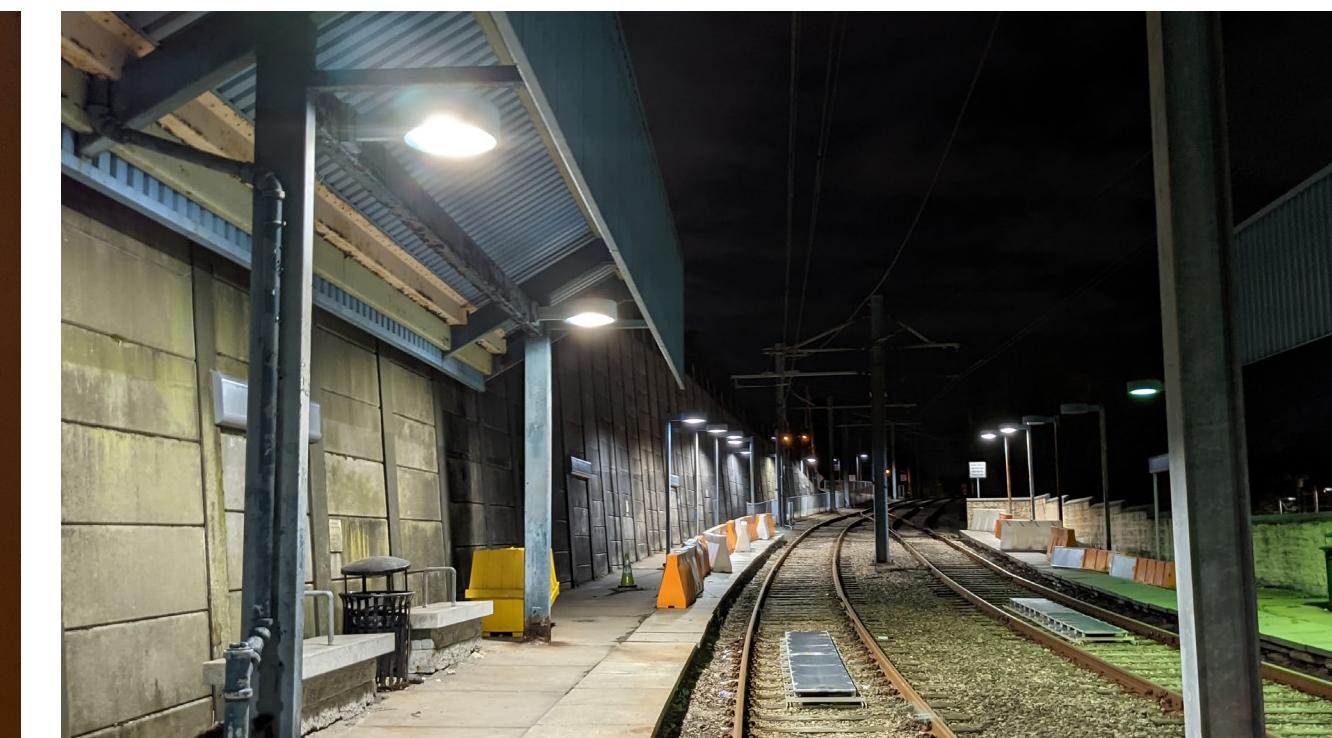
JASPER STREET STAIR



E. WARRINGTON AVENUE



MONTOOOTH STREET STAIR



ACCESS RAMP FROM W. WARRINGTON AVENUE

SITE CONTEXT

CIRCULATION

MOUNT WASHINGTON NEIGHBORHOOD
ACCESS NODE

OBSERVED DESIRED PATH

PEDESTRIAN CONFLICT AREA

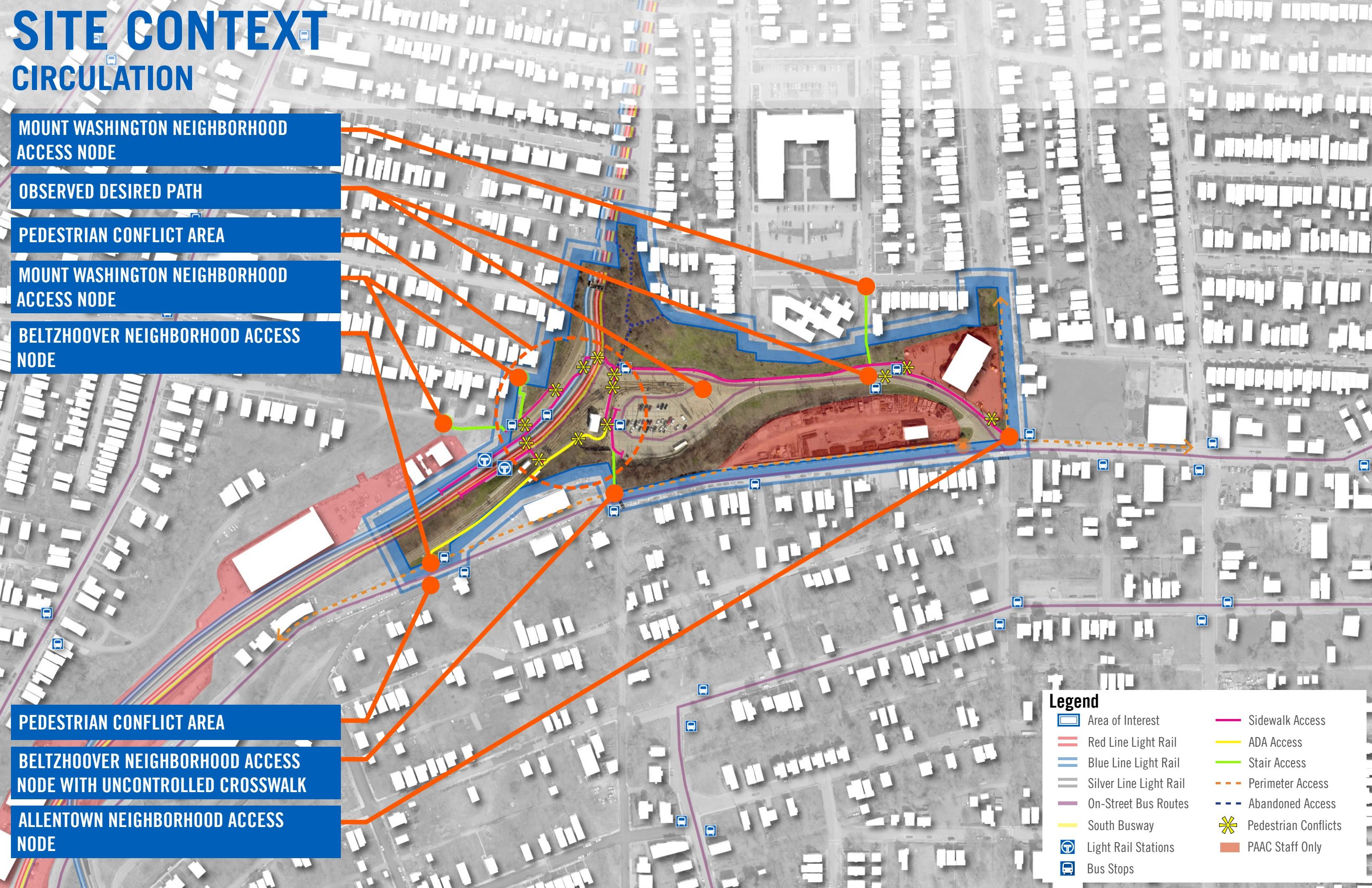
MOUNT WASHINGTON NEIGHBORHOOD
ACCESS NODE

BELTZHOOVER NEIGHBORHOOD ACCESS
NODE

PEDESTRIAN CONFLICT AREA

BELTZHOOVER NEIGHBORHOOD ACCESS
NODE WITH UNCONTROLLED CROSSWALK

ALLENTOWN NEIGHBORHOOD ACCESS
NODE



Legend

- Area of Interest
- Sidewalk Access
- ADA Access
- Blue Line Light Rail
- Stair Access
- Silver Line Light Rail
- On-Street Bus Routes
- Perimeter Access
- Abandoned Access
- South Busway
- Pedestrian Conflicts
- Light Rail Stations
- Bus Stops
- PAAC Staff Only

SITE CONTEXT

SLOPE

STEEP SLOPES SURROUNDING STATION

LIMITED ADA STATION ACCESS



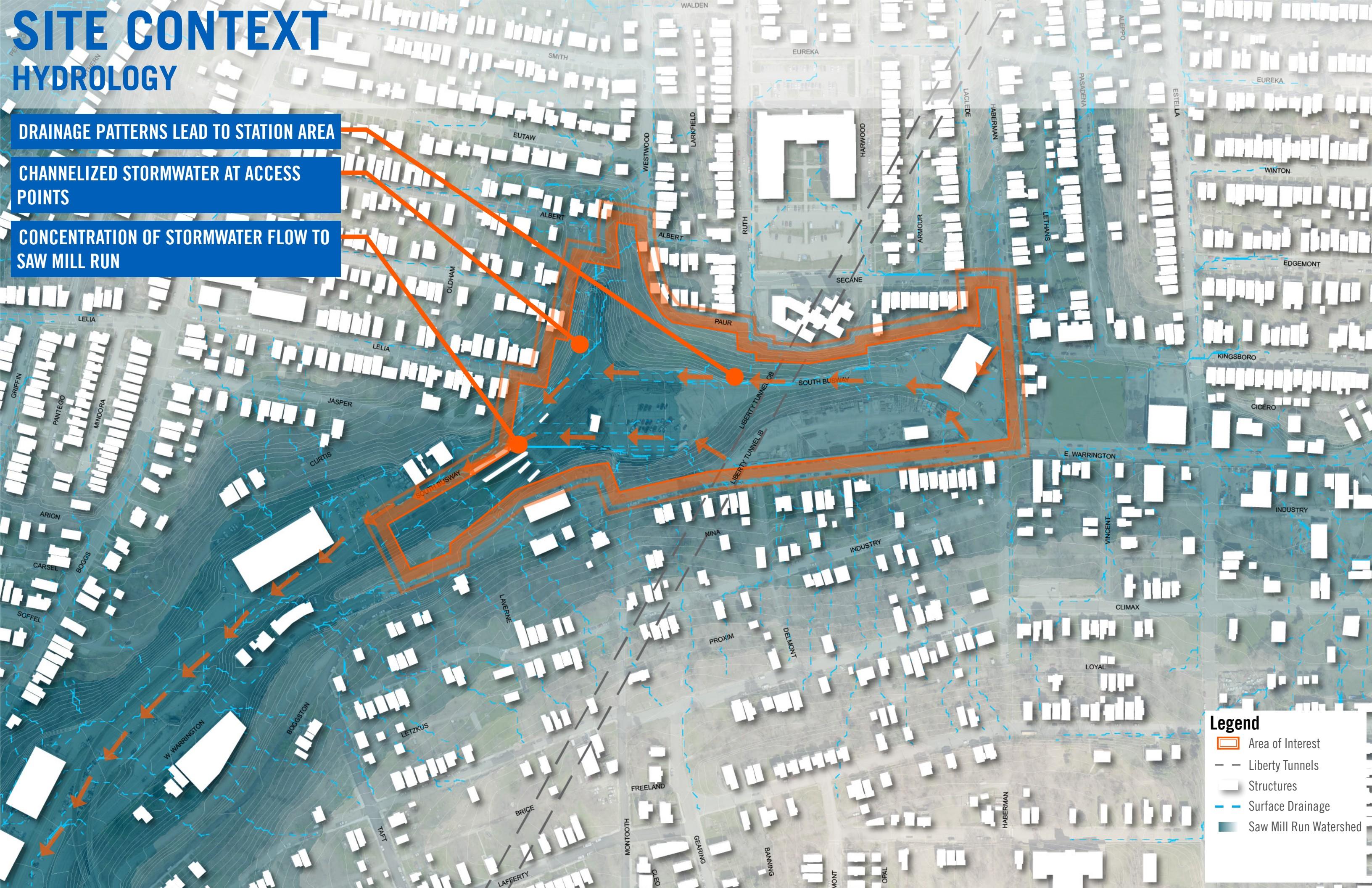
SITE CONTEXT

HYDROLOGY

DRAINAGE PATTERNS LEAD TO STATION AREA

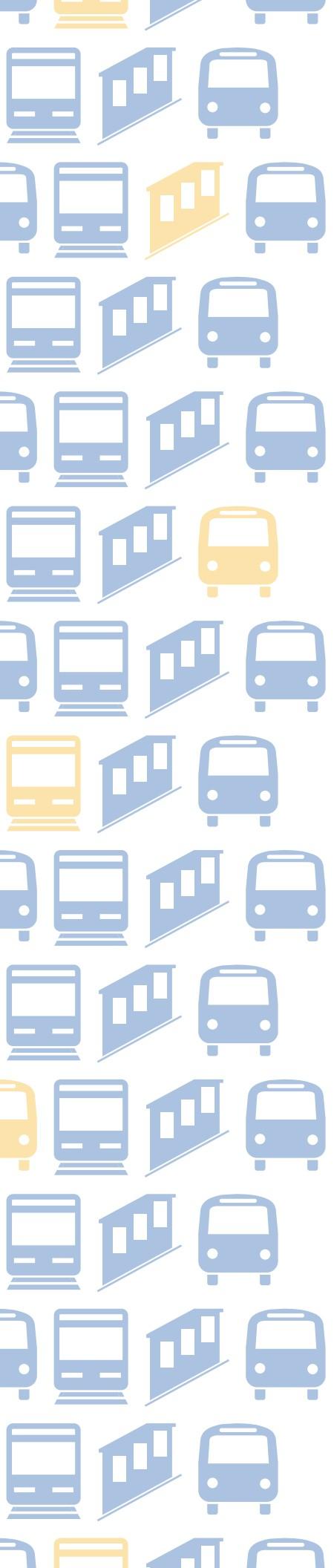
CHANNELIZED STORMWATER AT ACCESS POINTS

CONCENTRATION OF STORMWATER FLOW TO SAW MILL RUN



Legend

- Orange square: Area of Interest
- Dashed line: Liberty Tunnels
- White rectangle: Structures
- Blue dashed line: Surface Drainage
- Dark blue shaded area: Saw Mill Run Watershed

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OPPORTUNITIES + CONSTRAINTS

SALT SHED AREA



OPPORTUNITIES:

- Potential TOD area
 - Affordable housing
 - Better ADA connection to neighborhoods
- Relocation of salt shed would allow for increased capacity needs for PAAC

CONSTRAINTS:

- Port Authority would need to relocate salt shed facility

OPPORTUNITIES + CONSTRAINTS

RAIL TIE LAY DOWN AREA



OPPORTUNITIES:

- Potential TOD area
 - Affordable housing
 - Reduce gaps in urban fabric
- Create an ADA connection to the station area
- Create a safer environment with regular site use

CONSTRAINTS:

- Port Authority would need to relocate rail tie storage facility
- Extensive excavation could be cost prohibitive

OPPORTUNITIES + CONSTRAINTS

SITE CONNECTION TO E. WARRINGTON AVENUE



OPPORTUNITIES:

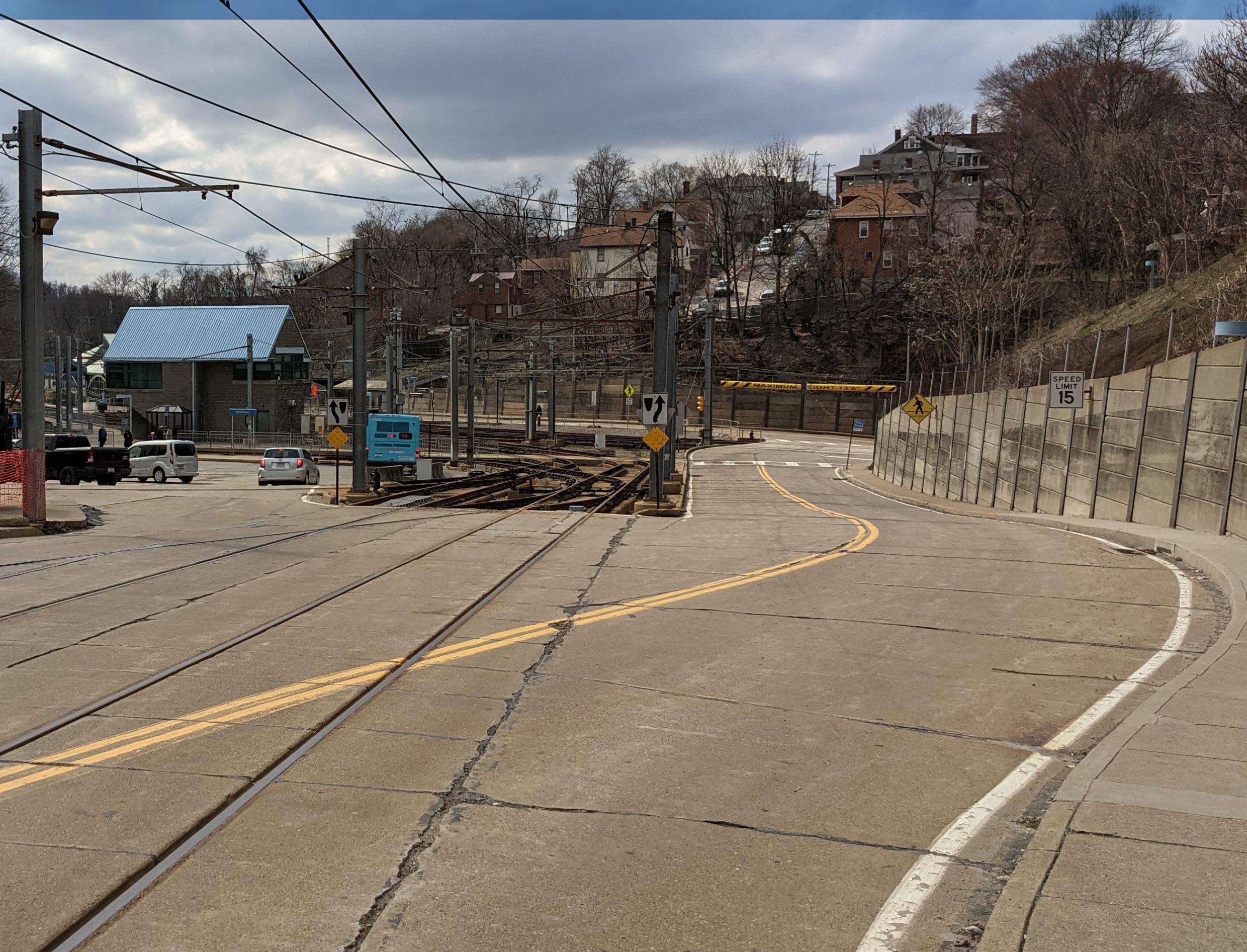
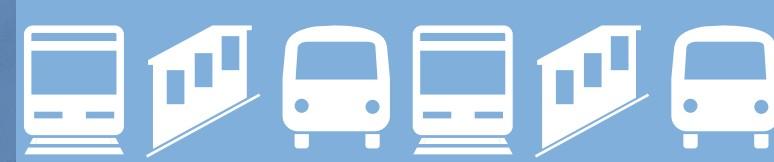
- Light rail infrastructure for Warrington Avenue detour
- Improving safety at Warrington Avenue and Haberman intersection
- Public art installation along wall

CONSTRAINTS:

- Pile lagging wall along pedestrian walkway with narrow sidewalks
- Mount Washington accessibility connection

OPPORTUNITIES + CONSTRAINTS

STAFF PARKING AND EAST ACCESS TO TRANSIT TUNNEL



OPPORTUNITIES:

- Removal of unused rail at M Loop for circulation enhancements
- Rebuilding wye rail connection

CONSTRAINTS:

- Pedestrian path not clear
- Lack of adequate lighting for user safety
 - Wall lights currently not operational
- Electrical and other utilities throughout the station area and under the Transit Tunnel lanes

OPPORTUNITIES + CONSTRAINTS

STATION PLATFORMS



OPPORTUNITIES:

- High pass-through ridership volumes on all light rail lines
- Integration of light rail and bus transit structure architecture
- Create a unified wayfinding

CONSTRAINTS:

- Pedestrian and transit conflict areas
- Potentially confusing new user experience
 - Multiple station platforms (new + old)
 - Wayfinding signage
- Safety concerns
 - Not visible from outside station area

OPPORTUNITIES + CONSTRAINTS

ADA ACCESS ALONG W. WARRINGTON AVENUE



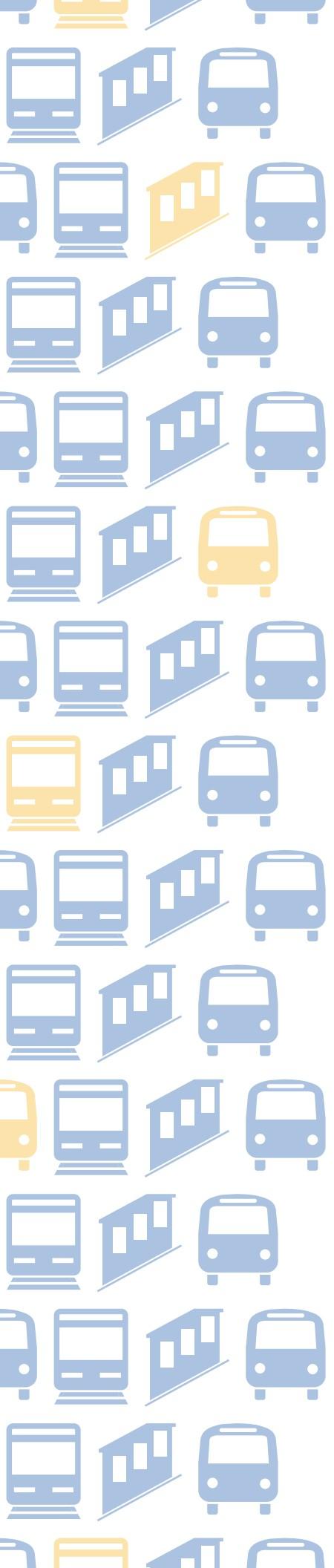
OPPORTUNITIES:

- Enhance bus and rail transit connections for transfers and service disruptions
- Streetscape improvements to improve pedestrian safety and access. Existing conditions include:
 - Crosswalks



CONSTRAINTS:

- Station area bounded by Warrington Avenue, an arterial with over 7,000 vehicles per day
- Difficult pedestrian connections
- Limited ADA access
- Narrow walkways and areas of low visibility for desired road crossings

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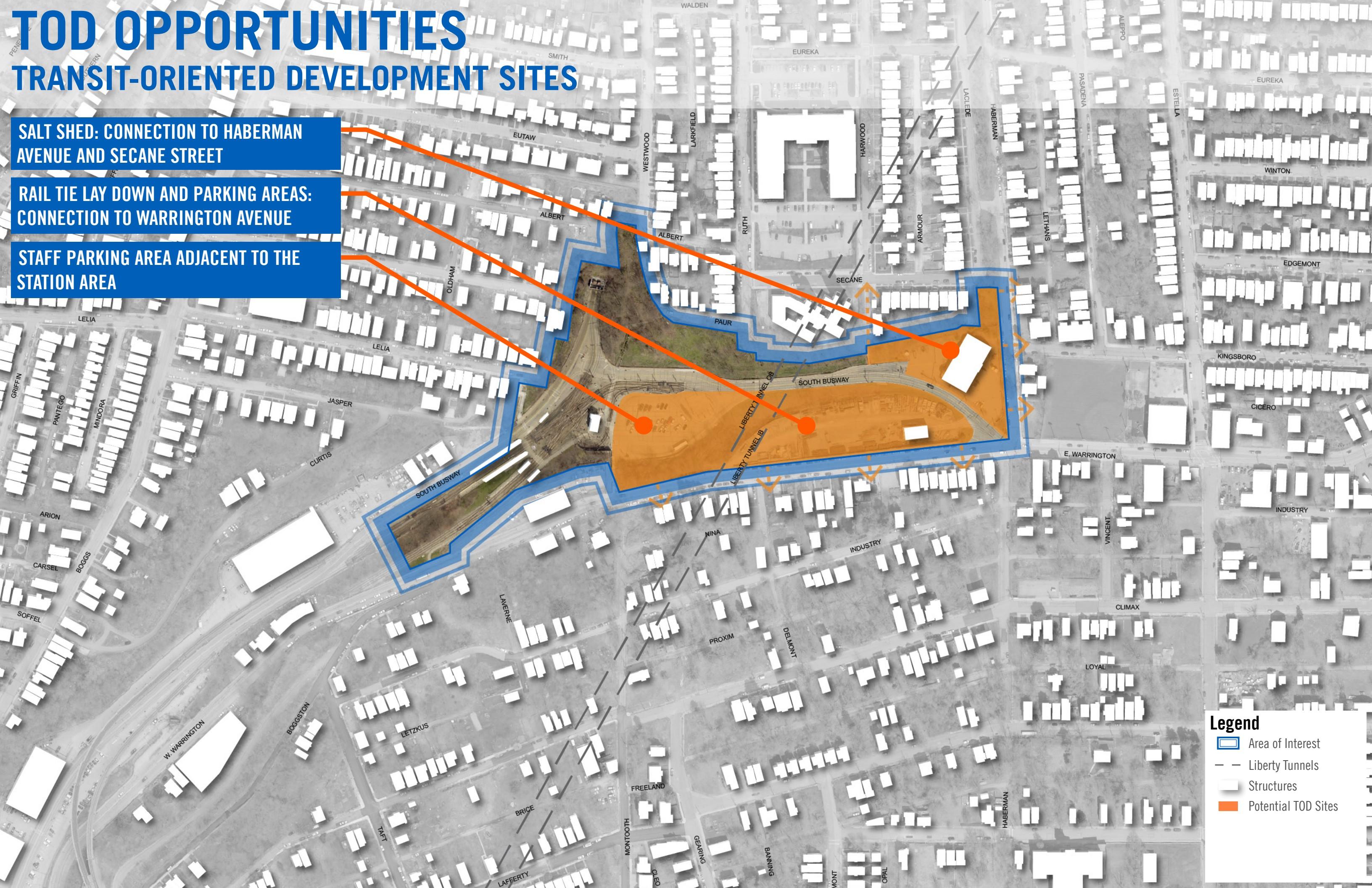
TOD OPPORTUNITIES

TRANSIT-ORIENTED DEVELOPMENT SITES

SALT SHED: CONNECTION TO HABERMAN AVENUE AND SECANE STREET

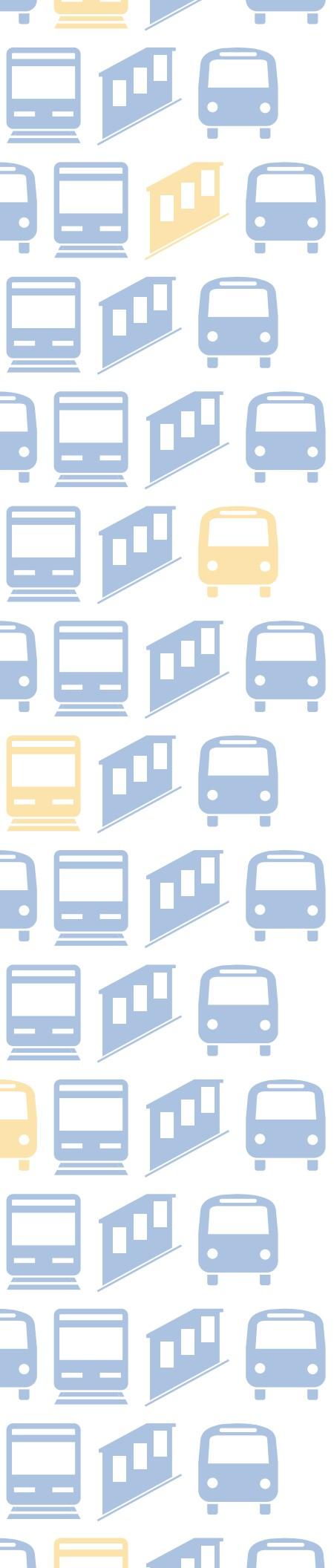
RAIL TIE LAY DOWN AND PARKING AREAS: CONNECTION TO WARRINGTON AVENUE

STAFF PARKING AREA ADJACENT TO THE STATION AREA



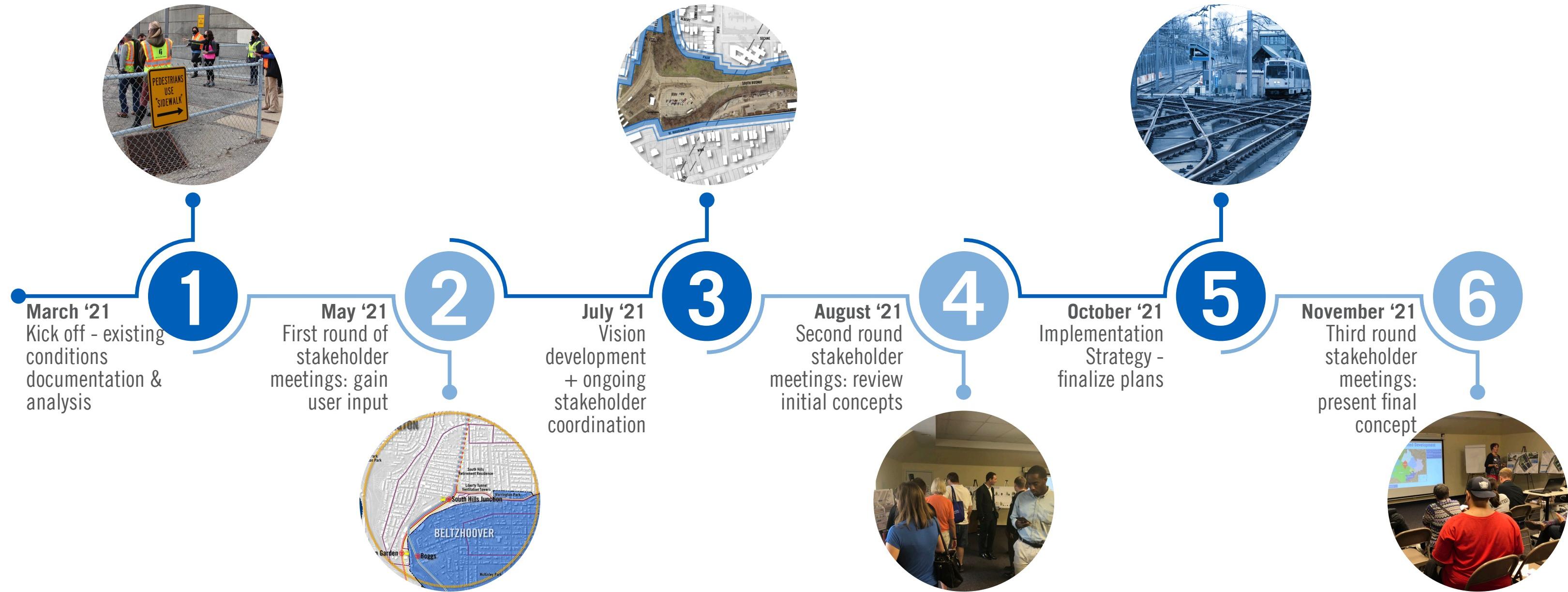
Legend

- Area of Interest
- Liberty Tunnels
- Structures
- Potential TOD Sites

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Hydrology
 -  **5** **Opportunities and Constraints**
Site Assessment
 -  **6** **TOD Opportunities**
Transit-Oriented Development Sites
 -  **7** **Next Steps**
Process

NEXT STEPS

SOUTH HILLS JUNCTION TIMELINE





QUESTIONS?

PortAuthority